

**SAS Superstructure**

Location: 04-SF-80-13.2 / 13.9

Client Name: CalTrans

Run date 22-Nov-14

Time 8:30 AM

**Daily Diary Report by Bid Item**

Contract No.: 04-0120F4

Diary #: 534 Const Calendar Day: 654 Date: 20-Mar-2014 Thursday

Inspector Name: Feather, Bernard Title: Transportation Engineer

Inspection Type: Intermittent

Shift Hours: 08:00 am 10:00 pm Break: 04:30 Over Time: 01:30

Federal ID:

Location:

Reviewer: Shedd, Bill

Approved Date:

Status: Submit

**04-0120F4  
04-SF-80-13.2/13.9  
Self-Anchored  
Suspension Bridge****Weather**

Temperature 7 AM

12 PM

4PM

Precipitation

Condition Clear, cool

Working Day ☒ If no, explain:**Diary:**

Dispute

**General Comments**

Weekly safety meeting 0800-0900. Track progress of 12" CCSF Water Main testing from a night closure of the #1 lane of the WB bridge. Misc MEP paperwork and write diaries.

☐**04-0120F4 Bid Item: 123 0-000-000.123 CCSF WATER MAIN (12 NPS)**

F.W. SPENCER AND SON, INC

**Labor**

Trade	Class	Name	RT Hrs	OT Hrs	DT Hrs	Total	Remarks	Dispute
<b>Contractor:</b> F.W. SPENCER AND SON, INC								
Welder	JNM	RICHARD KIIKVEE	5.00	0.00	0.00	5.00		<input type="checkbox"/>
Plumber/Pipefitter	JNM	NARCISO BIAGI	5.00	0.00	0.00	5.00		<input type="checkbox"/>
Plumber/Pipefitter	FOR	TOM COLOMBO	5.00	0.00	0.00	5.00		<input type="checkbox"/>

**Diary:**

Dispute

**12" DIP testing 123 0-000-000.123**

The FWS crew, including Josh Johnson, worked from a night closure of the #1 lane of the WB bridge, working on charging the 12" CCSF Water Main in preparation of testing.

☐

The crew arrived at Pier 7 at 2000 and began mobilization to the bridge. By 2300, the crew had established themselves in the lane closure at PP 46 of the WB bridge, installing a testing port by removing the air relief valve at that location, installing a gage and charging node. At 2245, I talked with Tom Colombo. He said that there were numerous leaks in the flange connections all along the piping run. He said that they will be tightening all those connections through this shift. He said it was not likely that they would be testing tonight or Friday night. More than likely, the testing will be conducted on 3/25.

While I was at CB-19, I noted that the unsupported end of the elbows for the 12" CCSF Water Main, and the 10" CCSF Sewer Force Main were sagging. Tom Colombo noted it to, and said that when they charged the 12" DIP, the elbow sagged with the weight. I sent an email to Parsons Brinkerhoff, the mechanical designers, informing them of this issue and requesting direction.

I left the bridge at 2300.

**04-0120F4 Bid Item: 128 0-000-000.128 DEHUMIDIFIER SYSTEM**

F.W. SPENCER AND SON, INC



## Daily Diary Report by Bid Item

Job Name: 04-0120F4

Inspector Name Feather, Bernard

Diary #: 534

Date: 20-Mar-2014 Thursday

### Diary:

Dispute

**Dehumidification System**      **128**      0-000-000.128  
**Testing**

☐

At 0930, I met with Charles Bailey, National Air Balancers, at the base of W2 to conduct performance testing on the west loop dehumidification system. When we went to the dehumidification platform electricity was going to the unit, the unit was set to manual and the switch illuminated, and the control panel had a read out, but the reactivation and process air fans were not running. Charles switched it to auto, and lowered the set point to 20% RH, but the unit still did not come on. He also opened the box, turned the master switch off and on to reboot, and looked to see if anything was tripped, but still couldn't get the unit to operate. Since there was no air moving through the unit, there was no need to proceed with the Performance Test. Charles B. left the site at 1100.

After Charles B. left, I went to the east anchorage, WB unit, and noted it was running on manual. I switched it to auto, and the process air shut down (RH was at 41%). After three minutes, the reactivation air shut down as well (per the label which indicated it would after change of control.)

I sent an email to Bill O'Sullivan asking why the unit was on manual. Also, when on auto, the unit's process air fans should be running continuously, so I asked him for a reason why it is not. (It was later learned that Munters had not programmed these unit to run process air continually. The units were set to manual because they need a SCADA signal to run on automatic.)  
I will be going to the EB unit tomorrow to see if the same conditions exist.

**CCO-079**      **Bid Item: 001**      **T-MEP-ALS.079**      **Tower Base MEP**

AMERICAN BRIDGE/FLUOR, A JV

### Diary:

Dispute

**Tower Base MEP-Sump Pump**      **001**      T-MEP-ALS.079

☐

Bill O'Sullivan informed me via email that ABF started fitting up the CCO 79 sump pump pipe supports in the base of the tower skirt.

**CCO-339**      **Bid Item: 001**      **0-MPI-ELS.339**      **Modify Piping at PP128**

AMERICAN BRIDGE/FLUOR, A JV

### Labor

Trade	Class	Name	RT Hrs	OT Hrs	DT Hrs	Total	Remarks
<b>Contractor:</b> AMERICAN BRIDGE/FLUOR, A JV							
Ironworker	FOR	ERIC SPARKS	2.00	0.00	0.00	2.00	

Dispute

☐

### Diary:

Dispute

**Bike Path Mechanical**      **001**      0-MPI-ELS.339  
**Expansion Loop**

☐

Eric Sparks spent 2 hours verifying the layout of PS-34 and PS-35 pipe supports per the direction given in the response to RFI3606 and 3607.

**CCO-354**      **Bid Item: 001**      **0-FWS-ELS.354**      **CIC - Mechanical Impacts - F.W. Spencer**

F.W. SPENCER AND SON, INC

### Labor

Trade	Class	Name	RT Hrs	OT Hrs	DT Hrs	Total	Remarks
<b>Contractor:</b> F.W. SPENCER AND SON, INC							
Welder	JNM	RICHARD KIIKVEE	3.00	0.00	0.00	3.00	
Plumber/Pipefitter	JNM	NARCISO BIAGI	3.00	0.00	0.00	3.00	
Plumber/Pipefitter	FOR	TOM COLOMBO	3.00	0.00	0.00	3.00	

Dispute

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## Daily Diary Report by Bid Item

Job Name: 04-0120F4

Inspector Name Feather, Bernard

Diary #: 534

Date: 20-Mar-2014 Thursday

### Diary:

Dispute

#### **Mechanical Change of 001 0-FWS-ELS.354**

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The FWS crew, including Josh Johnson, worked from a night closure of the #1 lane of the WB bridge, spending 2 hours mobilizing to the work location, and 2 hours demobilizing at the end of the shift. The pipefitter's union agreement gives them 8 hours of pay for 7 hours, and a 12% shift differential for night work. The extra hour will be costed under CCO 354 as part of the mobilization.

Bill Beliakoff provided safety coordination for 4 hours which is part of the CIC and will be charged under CCO 354.

In addition to equipment used in the night's operations, the crew used 3 crew trucks, a light tower and a port-a-potty on a trailer which will be charged to CCO 354.

CCO-365

Bid Item: 001

0-CIC-EFA.365

CIC - Dehumidification System

F.W. SPENCER AND SON, INC

### Diary:

Dispute

#### **Dehumidification System 001 0-CIC-EFA.365 Change of Character**

☐

It took approximately 15 minutes for Charles Bailey and I to access the west loop dehumidification platform and 15 minutes to return to the base of W2, for a total of 1/2 hour of mobilization.